

**Seattle Freight Mobility Action Committee (FMAC) Meeting Notes
July 21, 2009 - 8:00-9:30 AM
Car Wash Enterprises (Brown Bear) Headquarters, Ballard
3977 Leary Way NW
Meeting Notes**

Attendance:

Committee Members	Affiliation	Present
Peter Whitehead, Co-chair	Nelson Trucking	X-Chair
Pat Binion, Co-chair	Columbia Distributing	
Warren Aakervik	Ballard Oil	X
Cliff Bates	V Van Dyke Inc.	
Greg Blaine	Continental Van Lines	
Terry Finn	BNSF Railway	
Ed Shilley	NUCOR Steel	
Kim Suelzle	CityIce	
Christine Wolf	Port of Seattle	X

Other attendees:

SDOT: Lawrence Eichhorn, Ron Borowski, Lorelei Williams, Ken Lee, Mike Ward

Port: Dan Burke

WSDOT: None

Other Visitors: None

Agenda Items/Discussion Topics/Member Recommendations

1. Introductions and Announcements – Peter Whitehead

- Peter Whitehead chaired the meeting.
- Ron Borowski announced that the Puget Sound Regional Council was requesting public comments on their T2040 DEIS by July 31.
- Warren Aakervik described proposed SDOT traffic control improvements at the west side of the south end of the Ballard Bridge (at the intersection of W Emerson Street and 15th Ave W) for bikes and trucks. Mr. Aakervik expressed major concern with the SDOT design and safety of the intersection for bicycles. Rear end accidents will be a common occurrence. **He recommended that SDOT build a bicycle underpass to solve the problem.**
- Mr. Whitehead said that bicyclists should yield to oncoming traffic

2. Committee Approval of FMAC Meeting Summary Notes for June 16, 2009 Meetings – All

- Tabled until a future meeting.
- Mr. Aakervik complimented having the more detailed FMAC meeting summaries, and expressed his appreciation with seeing more of the committee member's discussion.

3. **Committee Discussion and Feedback on 2009 Early Action Pedestrian Improvements List – All**

Project List:

- Ron Borowski provided a handout with the 2009 project list and map of locations programmed for improvement.
- Mr. Aakervik expressed concern with trees blocking driver visibility at many city street locations, especially on Major Truck Streets. Drivers need better sight distance.
- Ron Borowski responded that SDOT will investigate problematic locations and encouraged participants to report specific locations and problems to SDOT, 684-ROAD, so that they can be checked by SDOT.
- **Recommendation** - Mr. Aakervik asked for SDOT to check the radius on the way to the Red Apple at W McGraw and Condon Way.
- Ms Wolf expressed concern with curb bulbs; SDOT should consider the size of trucks using the intersection
- Mr. Aakervik **recommends** that the top concern with curb bulbs would be at the intersections of Major Truck Street to Major Truck Street.
- Ms. Wolf expressed concern with the proposed Fauntleroy Way SW island/medians that would create property delivery issues.

Draft Pedestrian Master Plan:

- On a related topic, Ron Borowski made remarks about the Draft Pedestrian Master Plan (PMP) finalization process and the decision making schedule. He presented information on the relationships of the SEPA process and the Plan adoption process to clarify how freight comments were going to be addressed in the Plan.
- FMAC members then asked 1) how is SDOT revising the Plan to respond to the comments raised by the FMAC, and 2) can the FMAC see the revisions?
- Ron Borowski indicated that he would coordinate with PMP staff to provide more specifics on the process SDOT intends to undertake. (SDOT sent a subsequent description of this process to FMAC members.)
- Ms Wolf expressed concern that the SEPA process deadline was planned before the Plan adoption by the city.

4. **Airport Bridge over Argo Yard Rehabilitation – Ken Lee and Lorelei Williams**

- Ken Lee presented the current plans for replacing the approaches to the bridge over the railroad yard and mainline rail tracks in Georgetown. The current bridge is weight restricted.
- Mr. Aakervik clarified that Airport Way is a designated Major Truck Street and an important over-dimensional cargo route.
- Mr. Lee said the approach roadway width would be widened from 42' to 46'.
- He indicated that SDOT was considering two construction schedules consisting of either partial closure or a full closure. There would be time and cost variances with either decision. He outlined the impacts of each. Full closure would be for 8 months v. 13 months with a partial closure. The partial closure would reduce the bridge to one lane only during

approximately 5 of the 13 months. SDOT is considering both of these options and has not made a decision as yet.

- **Request to FMAC** - He wants FMAC input on how to proceed.
- **Recommendation** - Ms Wolf recommended that SDOT coordinate the timing of the closure with other road closures in the south area, for example construction on 4th Ave S and E Marginal Way. Mr. Whitehead concurred; we need to coordinate construction overlaps between these projects so trucks can operate with less delay.
- **Response - Lorelei Williams said SDOT would do a traffic/detour analysis in the future.**
- The project is funded with local funds (BTG) and not federal funds.
- FMAC members discussed their views on possible detours and affected routes if the bridge were to close.
- Mr. Aakervik suggested that SDOT remove the bike lanes from E Marginal Way S, so the street would be a more effective detour route. Ms Wolf concurred.
- Mr. Whitehead **recommended** that the contractors be given incentives to speed up the work.
- Mr. Aakervik suggested that SDOT do the bridge paving work simultaneously.
- Ken Lee indicated that Fed Ex and MacMillan Piper were amenable to the full closure.
- **Recommendation - Mr. Whitehead identified a truck turn problem at Denver St, with a tight corner to make the westbound right turn to 4th Ave S, and it should be considered.**
- Ken Lee said SDOT would consider the FMAC's comments and advice, and he expected to return to the FMAC at the 60% level of design with more information on the maintenance of traffic plan.
- FMAC attendees generally expressed that they could understand the benefits of both a full and a partial closure, and did not express a preference for either one.

5. Ship Canal Trail (South side of the Ship Canal) – Michael Ward

- Mike Ward reviewed the project construction schedule with the Committee. All the design and other related processes have been done. Now SDOT will construct the trail improvements. Work will be done in three phases.
- Mr. Aakervik provided several suggestions for alternative connections to the path and the waterfront businesses along the canal, for example at 13th Ave West. He said that bikes don't use the path on Port property on the west end of the trail. More detailed discussion ensued on several access questions and suggestions.
- Mike Ward indicated that he was new to the project, and would have to check on all prior decisions with the prior SDOT project manager in order to consider the comments and suggestions made by the FMAC. He reiterated that the project design was 100% complete, now SDOT was proceeding to construction. He indicated that SDOT was in the process of concluding negotiations with the BNSF Railroad over trail access.
- Mr. Aakervik asked if the adjacent businesses that needed access were in agreement with the trail crossing treatments. He further asked if bikes and pedestrians have to yield to trucks crossing the trail.
- Mike responded that there would no specific bike stops, but that he will review the configurations and the decisions made to develop them.

- Mr. Aakervik expressed two concerns:
 - Deliveries to Foss are by big trucks. Where will those trucks cross the trail?
 - He anticipates significant sight distance issues in the Phase 3 section at the Coastal and Ocean Beauty businesses.
- Mr. Aakervik added that he anticipates a problem during snow and ice conditions at the 11th and 13th Avenues W crossings. He **recommended** that SDOT should provide a new at-grade connector on Ewing St between 11th and 13th Avenues W.
- **Response - Lorelei Williams respond that SDOT would get back to the FMAC on each of the issues they raised.**
- **Request** - Mr. Aakervik agreed and requested that SDOT come back to the FMAC with an update on the project.
- **Recommendation** – Mr. Aakervik recommend that the business crossing should have minimal impacts from the trail.
- He also expressed his opinion that SDOT was not doing this project for freight but for bikes.
- Further, there are truck issues at Nickerson and 11th Avenue. A service road should be provided.

6. General Updates – All

- Ron Borowski asked the committee members if they were interested in receiving a SDOT presentation on the bridge improvements at 15th Ave NE and NE 105 St. The FMAC response was there was no need for SDOT to present this project.
- Ron Borowski reiterated that the Puget Sound Regional Council was expecting public comments on their T2040 DEIS by July 31, and reminded the members that the FMAC had submitted comments on the scoping document, and asked if the committee was inclined to present comment to PSRC on the T2040 DEIS.
- Dan Burke expressed concern with tolls, indicating that they would result in loss of capacity.
- Peter Whitehead indicated that it is ok to toll new roads, but not existing roads. Discussion ensued of the merits of tolling.
- Dan Burke said that the T2040 Plan does not include the SR 509 project, and suggested it be included.
- **Request-** Committee members asked if SDOT was making freight comments on the T2040 process and if they could see the city comments. They want to see freight strongly considered in the planning process.
- **Response** - Ron Borowski indicated he would share their comments with SDOT staff involved with the T2040 planning.
- **Committee Recommendation** – have the FMAC submit a letter to PSRC expressing support for Alternative 5. Christine Wolf volunteered to draft the letter for the FMAC. (Subsequently, FMAC prepared a comment letter and submitted it on July 31 to the PSRC).

Formal Committee Recommendations:

- Have the FMAC submit a letter to PSRC expressing support for Alternative 5.

Handouts:

FMAC July 21, 2009

- SDOT map and list of 2009 Programmed Pedestrian Improvements

SDOT Contact Information: sdotfreight@seattle.gov

FMAC Approved 7/21/09 Notes on - Date: 8/18/09

RB/SDOT
8/20/09